A WORD ABOUT THE AUTHOR AND HIS STYLE; WITH EXAMPLES-HIS ESTI-MATE OF PITT.

London, November 26. This is Lord Rosebery's first book, and it is a remarkable first effort in authorship. He is forty-four years old; just twenty years older than Pitt when he became Prime Minister of England. The mere number of his years makes the fact of a first book remarkable, and the circumstances of his career add to the surprise. For although Lord Rosebery is and has been a great reader, his reading has not had literature as its chief aim. His aim seems to have been politics, to which literature has been but the handmaiden. Few Englishmen know more of the political and diplomatic history of their country; or of those periods which interest him. Such practice as he has had in the use of words has been, for the most part, either colloquial or oratorical. It is not a training which would ordinarily fit a man to write a good book. Much must be allowed for natural gifts; much also for that fulness of mind which comes from any sort of reading continuously followed.

But, as La Bruyere said, it is a trade to make book, as it is to make a watch. It requires therefore, an apprenticeship. You would not expect a man who had not been taught the mystery to make a good watch the first time; even though he had carried a good one all his life. It would have technical faults, and so has Lord Rosebery's first book, though it goes much better than a first watch would. So far as style is concerned, it is in many respects excellent. It is not always correct, but it is often picturesque, forcible, copious .. It is even too copious at times. His rhetoric has some of the exuberance of youth; is sometimes riotous and untamed; the steed runs away with its rider; most often when he mounts a metaphor.

These are faults on the right side; which more frequent use of the pen will correct. But when Lord Rosebery is at his best it is astonishing how good he is: how well he writes; what a vocabulary he has, and with what originality and force he so uses common words as to give them a new significance and effect. If he has not training, he has instinct. He has a swift perception of the value of phrases, and he has so much to say that he cannot help saying it well; a paradox, perhaps, and not of universal application. His speeches show him possessed of dangerous readiness of retort; this, in a printed book, naturally takes the form of antithesis or of epigram; in which he is often extremely happy.

I would take as a good instance of Lord Rosepery's power of expressing character in a few strokes his character of George Third, and contrast it with Sir George Trevelyan's in his " Early Life of Charles James Fox." Now Sir George Trevelyan from his youth upward has had a pen in his hand and every sentence in his elaborate portrait of the King whom the good American ustly detests betrays the practised hand and the uch of a master of the art. It is more brilliant, for more elaborate, than Lord Rosebery's; a fine picture; not perhaps a better portrait. younger writer has seized the essential features, the things that are characteristic and descriptive. What more does one need? Yet one reads George Trevelyan's for the pleasure of reading it, and with constant and conscious adniration of the craftsmanship. But open this little book of Lord Rosebery's where you will, you come upon phrases which are flashes of light. The vapid virtue of Rockingham"-there is Rockingham in two words. "The dull dumb duke," of Portland, depends, perhaps, too much on alliteration, but the effect is gained. The "scowling hypocrisy of Thurlow" is almost photographic. Shelburne has never been better hit off than in the remark that "his good faith was always exemplary, but always in need of explanation." That is but the summary of a long analysis of Shelburne which exhibits the author in one of his best moods, using his material as it has not been used before, and clearing up the mystery of Shelburne's character and career. The comparison of Fox to the German Apostle of light and freedom is an instance of audacity justified

With his passion, his power, his courage, his qualities of the great Reformer."

On the other hand, I will cite as an example of Lord Rosebery's failures a passage which one of his panegyrists-and he has panegyric in the press without stint-cites as a success-nay, as not unworthy to rank with the efforts in this kind of Lord Beaconsfield himself. Still speaking of Fox, he says that "he charmed equally the affections of Carlisle and Fitzpatrick, the meteoric mind of Burke, the pedantic vanity of Parr, the austere virtue of Horner, and the hedgehog soul of Rogers." That is labored and monotonous in method. He has put forth all his muscular power, but he leaves his reader on the earth. It is not unworthy of Lord Beaconsfield, because Lord Beaconsfield, also, had many failures. A more general comparison between Disraeli and Lord Rosebery might be set up and pursued in some detail. It would be interesting, but the utility of comparisons is dubious, and the business in

hand does not require it to be done.

Different in manner is the device by which his devotion to parliamentary life is impressed on the

He went into the House of Commons as an heir enters his home; he breathed in it his native atmosphere-he had, indeed, breathed no other; in the nursery, in the schoolroom, at the University, he lived in its temperature; it had been, so to speak, made over to him as a bequest by its unquestioned master. Throughout his life, from the cradle to the grave, he may be said to have known no wider existence. The objects and amusements that other men seek in a thousand ways were for him all concentrated there. It was his mistress, his stud, his dice-box, his game preserve; it was his ambition, his library, his creed. For it, and it alone, had the consummate Chatham trained him from his birth. No young Hannibal was ever more solemnly devoted to his country than Pitt to Parliament."

Different again the fine image he has found for Mr. Gladstone's oratory: "those rolling and interminable sentences which come thundering in mighty succession like the Atlantic waves on the Biscayan coast." His humor he has kept for the most part in strict control. It breaks out at times in spite of himself, as in the passage on the patronage of India: "Wielded by Dundas in dexterous combination, he so arranged it, no doubt for the mutual benefit of both, that the Eastern Empire of which he was the trustee should be enriched by an increasing immigration from his own Kingdom of Scotland."

That is quiet enough to escape Scotch criticism entirely, Mr. Gladstone's included, for Mr. Gladstone's perception of a joke is slow and seldom.

It may be said of Lord Rosebery that hi spirit is broad, catholic even, but the very first page shows how sharp are the limitations upon this catholic spirit. Pitt was born in 1759; the year, observes Lord Rosebery, that produced Burns and Wilberforce; and he adds: "None, perhaps. has given us names so honored and cherished by the human race." There speaks not only the Briton, but the dweller north of the Tweed. It would seem that even an ex-Foreign Minister has to be reminded that the human race does not consist entirely of Englishmen and Scotch-Pitt, Burns, Wilberforce-what proportion of the human race would select these three to honor and cherish above all others? Pitt was and is hated in France more than all other Englishmen put together. The splendid services of Wilberforce to humanity never won outside of Great Britain and America their full meed of recognition. Burns, beyond the same geographical sphere, is unknown, or most imperfectly known, even to those who know English literature; which

does not always imply or include a knowledge of Scottish literature. But the Scotch enthusiasm for whatever is Scotch, though not critical, is delightful.

These points of literature are, no doubt, more interesting with reference to the author than to the subject of this little book. Style, workmanship, all kinds of literary felicities are subsidiary from one point of view, to the main question whether this is a good account of Pitt; whether the reader will find in these 290 pages what he has a right to expect. It is not much to say that it is the best biography of the great Minister to be had within the same compass. There is no good biography of Pitt within this or any other compass. Tomline's is all but unreadable Macaulay's is,-well, Macaulay's; readable, no doubt, but the pamphleteer ever visible in it. Stanhope's Life is a painstaking performance, and one of the dullest books in the world. Style, or the want of it, has much to say, after all; it is because Stanhope cannot write that you cannot

read what he has written. Lord Rosebery had a clear field. He entered upon it in a spirit of deep enthusiasm. Pitt is to him a hero, and his study of him, though the effort to be historical, to be critical, to be judicial, is maintained throughout, is, on the whole, a panegyric. The final chapter on the Character nd Position of Pitt says, and says extremely well, nearly all that can be said for him. It is an estimate and a eulogy. It is right that it should be both. The world never makes too much of its great men; of its really great men. It cannot read or write too much about them.

"What is the best lesson for youth?" asks some

one of an anonymous sage.

"The life of a good man," answered the anony-

"And what is the next best?" "The life of a bad one."

It is Goldsmith who records the saying. As Artemus Ward's stranger observed of the whiskey; some biographies are better than others, but all biographies are good. Lord Rosebery has made Pitt living figure: a human being, not a mere catalogue of qualities. His enthusiasms and partialities have never led him into a conscious insincerity; he has not wilfully suppressed a shadow or softened a harsh feature, or passed an error in He has painted him as Cromwell wished silence. to be painted, with the warts and scars and redness of face that belonged to the great Englishman of the Seventeenth Century.

It is, I suppose, characteristic of the period in which we live, and of the party to which Lord Rosebery belongs, that he should lay the foundations of Pitt's greatness in peace, not in war. he fails anywhere to do him justice, it is as a War Minister. That Pitt shrank from war, that thirteen years of war should have ended in Austerlitz and the collapse of both coalitions against Napoleon. that he should have rolled up the Map of Europe and lain down to die in despair, worn out with a task too gigantic even for him-all this does not prove that he was not a canable or even a great ruler in stormy times. Against the volcanic forces which the French Revolution called into play, against the all but incomparable genius of Napoleon. Pitt did what a Statesman could do. But against stupidity the Gods themselves fight in vain. The crowned allies of England on the Continent and their Ministers and the generals of England were more than a match for any statesmanship or any constancy which Pitt could oppose to them. He had no generals, says his biographer, and he tells a story which is among the best of its kind anywhere to be found.

"I know not," said Lord North, when a list of officers was submitted to him for the commands in America, "I know not what effect these names may have on the enemy, but I know they make me tremble."

So with Pitt, he adds. "He discovered the genius of Wellington, but did not live to profit by it. He was obliged to employ the Duke of York, or, as Lord Grenville said, 'some old woman

in a red riband."

He had Nelson by sea, but whom else? Pitt was not Chatham, says Lord Rosebery. It may be admitted he was not. Two Chathams in the same century imply a creative effort which Nature is not eager to make. But why compare father and son? Why not take stock of abilities and the achievements of each, and let each stand by himself? It is possible to do justice to each without exalting or "From the time that war belittling the other. errors, above all his supreme humanity, Fox was a sort of lax Luther, with the splendid faults and of Chatham would have been worth an army." Grant it; the same or a similar thing was said of Napoleon-that his appearance on the field of battle was equal to a reinforcement of 40,000 Why then turn round on your army? Why "No country could afford the costly and splendid luxury of many Chathams?" And why weigh Chatham and Pitt in different scales, and declare that "no country could have too many litt; the more she has the greater will she be Peace hath her victories no less than war, says Milton. In these days you may yet hear some Manchester Milton screech out that the only victories worth having are the victories of peace, and that the real struggle between nations is which can sell most goods to the other. That was not the spirit of either Chatham or Pitt, and the Pitt to whom England, the true England, will ever be most grateful, is not the economist not the financier, nor the orator-him least of all let us hope-but the Pitt who organized Europe against the French Revolution, and against Bongparte, and who, if he could not make Europe save herself, did himself save England.

Lord Rosebery knows the history of the Pitt period, and he has written because he has read: not read in order to write. He moves just as easily amid the Ministerial intrigues and political complications of 1791 as of 1891. He is accuracy in the flesh; his judgment may go wrong, but his facts are facts. He handles all the details with certainty; his narrative flows smoothly; he knows the gossip of the palace the inside history of the House of Commons, the chat of the lobby, the chat of the drawing-rooms as well as the speeches and state-papers. It is never difficult to follow him in the most difficult moments of his story. Each episode, each critical period, is dealt with clearly. What is to some extent lacking is the power of grouping all these details into a whole, which again is but another way of saying once more that this is his first book. The book wants atmosphere. wants perspective, wants that power of projection by which from beginning to end all its figures and events would fall into their right place and appear in due proportion. Pitt is the central figure, yet even Pitt does not always detach himself clearly from the crowd and stand, as he should, by himself. He is best seen at the end, when the crowd has thinned, and the stage is elear. Finest of all the end of all:

"It was the love of his country that sustained him through all. For he ruled during the convulsion of a new birth at the greatest epoch in history since the coming of Christ, and was on the whole not unequal to it. There let us leave him: let others quarrel over the details. From the dead eighteenth century his figure still faces us with a majesty of loneliness and courage.

There may have been men both abler and greater than he, though it is not easy to cite them: but in all history there is no more patriotic spirit, none more intrepid, and none more pure."

There is much more to be said, but I do not wish to make the review longer than the book, and I will add this only: That Lord Rosebery in the brief and pathetic note which serves as preface has rightly described himself as sincerely desirous to ascertain the truth. It seems a modest aim;

it is, indeed, the highest, and the highest praise

G. W. S.

of his work is that he has attained to this high aim.

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NOTICE OF ASSIGNMENT.

NOTICE is hereby given that Jonathan Steward, of the city of Trenton, in the State of New-Jersey, has this day made an assignment to the subscriber of his estate for the equal benefit of his creditors, and that the said creditors must exhibit their respective claims, under oath or affirmation, to the subscriber, at his office No. 414 South Clinton avenue, Trenton, New-Jersey, within three months from the date hereof.

Dated October 17th, A. D. 1891.

GEORGE R. WHITTAKER.

Assignee. NOTICE TO HOLDERS OF BONDS of the

NOTICE TO HOLDERS OF BONDS of the County of Allegheny, Pennsylvania.

The Sinking Fund Commissioners of the County of Allegheny, State of Pennsylvania, by virtue of authority vested in them by act of Asembly spinoved April 22. A. D. 1863, do hereby notify the holders of ALLEGHENY COUNTY COMPROMISE BONDS, that bonds numbered and dated as follows, to wit: COUPON COMPROMISE BONDS Nos. 222, 323, 326, 346, 347, 348, 349, 340, 351, 352, 353, 354, 355, 356, 357, also REGISTERED COMPROMISE BONDS Nos. 321, 322, 347, 364, 388, 369, 374, 387, 407, 408, 420, 427, 419, 450, 530, 530, 431 bearing date of January 1, 1883, and maturing January 1, 1813, will be paid together with interest, to January 1, 1893, upon presentation at the office of the County Controller, at Pittsburg, Penn., at which time all interests on self bonds will coase.

REUBEN MILLER
JAS. J. DONNELL,
JAMES A. GRIER,
Sinking Fund Commissioner

Bailroads. Dennsylvania

RAILROAD. THE STANDARD RAILWAY of AMERICA

The Scenic Line to the West. TRAINS LEAVE STATIONS, foot of Desbrosses and Cortlandt Streets, as follows:-

On and after December 1st, 1891. THE FAST LINE.

OO A. M. -Puliman Vestibule Sieging and Parlor Cars.
Arrives Cleveland 5:25 a. m., Columbus 5:30 a. m.,
Indianapolis 11:40 a. m., Chicago 5:25 p. m., and St.
Louis 7:00 p. m. next day. Connects also for Toledo,
except Saturday. THE PENNSYLVANIA LIMITED.

10:00 A. M. — Office of exclusively of Pulman Vestibule Drawing and State Room, Sleeping Dining, Smoking and Observation Case, presenting linancial reports, stenogles, are and typewriters, bathrooms for both sexes, ladies' maid, barber-hop library and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Cincinnati 6:40 a. m., Indianapolis 11:40 a. m., and Chicago 9:45 a. m. acus day

ST. LOUIS AND CINCINNATI EXPRESS, 2:00 P. M. - Pullman Vestipule Sicoping Law from New-00 P. M. - Puliman Vestibute Steeping Cars from Ye.k. and Dining Cars from New-York to St. Lout Chiefmant. Passenger coach New-York to Colum Arrives Cincinnati 10:45 a. m., and St. Louis p. m. next day

Arrives Cincinnati 10:40 L m., nor day.

p. m. next day.

THE COLUMBIAN EXPRESS.

1:00 P. M.—Pullman Vestibule Sicoping. Dining, Smoking, and Pennsylvania Railroad Vestibule Passenger Coaches from New-York to Chicago. Arrives in Chicago 3:15 p. m. next day. THE WESTERN EXPRESS.

136 P. M. Philip WESTERN EXPRESS.

Pittsburg, St. Louis, Chicago, Cincinnati, Cieveland and Memphis, Dining Cars New-York to Philadelphis, and Pittsburg to Richmond and Chicago. Arrives at Cieveland 11:40 a. m., Columbus, 1:35 p. m., Chichmat, 6:30 p. m., Chicago 9:39 p. m. next day, and St. Louis 7:00 a. m. second morning.

Connects for Toledo daily, except Saturday. PACIFIC EXPRESS.

PACIFIC EXPRESS.

Stoo P. M.—Pullman Buffet Sloeping Car New-York to Chicago, New-York to Memphis via the Shenandoah Valley; arrives week-days at Columbus 7:15 p. m., Cleveland 6:35 p. m. next day, and daily at Chicago 7:00 a. m. second morning. Connects for Toledo daily, and for Cleveland and Columbus, except Saturday.

3:160 F. M.—Shenandoah Valley Express with Through Buffet Sleeper to New-Orleans.

BALTIMORE, WASHINGTON AND THE SOUTH MALTIMORE, WASHINGTON AND THE SOUTH Washington Limited Express" of Pullman Parior Cars (with Duning Car to Bastimore), daily, except Sunday, 10:10 A. M., arrive Washington 3:50 P. M.; and "Congressional Limited" daily (with Diffing Car) at 3:20 P. M., arrive Washington 8:25 P. M.; regular ex-press, 6:20, 8:00, 8:30 and 11:60 A. M., 2:10, 4:30, 5:00, and 9:00 P. M. and 12:15 night. For Balti-more only, 1:00 P. M. Sunday 6:15 and 8:30 A. M., 4:30, 5:00, and 9:00 P. M., and 12:15 night. For ATLANTIC CITY, 1:00 P. M. week-days, with Through Day Coget.

Through Day Coach.

CAPE MAY 1:00 P. M. week-days.

EROWN'S MILLSIN-THE PINES, with Through
Coach, 1:00 P. M. week-days. FOR PHILADELPHIA.

Express: 6:20, 7:20, 8:00, 8:30, 9:00 (10:00 Pennsylvania Limited, with Dining Car, and 10:10 Washington Limited, with Dining Car, and 10:10 Washington Limited, with Dining Car, and 11:00 a. m., 12:20, 1:00, 2:10, 3:00, 3:30, 4:00, 4:30, 5:00, 6:30, 8:00 and 5:00 p. m. and 12:15 night. Accommodation, 11:10 a. m., 4:40 and 7:00 p. m. Sundays, Express: 6:15, 8:30, 9:00 (10:00 Limited) and 10:00 a. m., 2:00, 4:00, 4:30, 5:00, 6:30, 8:00 and 9:00 p. m. and 12:15 night. Accommodation, 7:00 p. m.

For Time-tables of trains to local points on the Pennsylvania Railroad System, apply at the following Tickes Offices: Nos. 435, 8:49 and 9:4 Broadway. I Astor House, and foot of Desbrosses and Cortlandt sts.; 4 Court-st. 8:00 Fulton-st. and Brooklyn Annax Station, foot of Fulton-st. Brooklyn; 75 Hudson-st., Hobbeken: Station, Jersey City.

Fultonest, Brooklyn; 70 Hudonest, Roberts, Lessey City, Lersey City, Property of the New York Transfer Company will call for and check baggage from hotels and residences through to destination. CHAS, E. PUGH.

General Manager. General Pass'r Agent.

Direct route to Passaic, Paterson, Tuxedo, Newburg, Middletown, Port Jervis, Monticello, White Lake, Honesdale, Scranton, Binghamton, Elmira, Corning, Watkins, Gien, Bath, Hammondsport, Avon Springs, Rochester, Hornellsville, Buffalo, Niagara Falie, Toronic, Chautanqua, Lake, Cleveland, Cincinnati, St. Louis, Chicago, and all points West. Trains leave New-York, foot of Chambers, as follows and five minutes earlier from West 23d-st. WESTERN DAY EXPIRESS.

9.00 A. M. Dally-Vis Niagara Falis and Chautauqua Hornellsville to Circinnati. Connects at Port Jervis in union station, except Sunday, for Monticello.

VESTIBULED LIMITED. 3.00 P. M. Daily-Solid train for Chicago, via Chautto Chicago, Cleveland and Cincinnati. MOUNTAIN EXPRESS.

3.30 P. M., except Sunday-For Binghamton, Honesdale CHICAGO AND GRAND TRUNK EXPRESS. 6.30 P. M. Dally-Solid train to Chicago via Niagara Buffalo, Rochester, Toronto and Chicago.

PACIFIC EXPRESS. 8.30 P. M. Daily-Via Chautauqua Lake and Niagara Palis. Solid train to Chicago. Sleepars to Buffalo. Chicago and Cincinnati.

FOR PORT JERVIS. WEEK DAYS-8 a. m., 9 a. m., 10:30 a. m., 1 p. m., 3:30 p. m., 4:30 p. m., 6:30 p. m., 7 p. m., 8:30 p. m. Sundays-9 a. m., 3 p. m., 6:30 p. m., 8:30 p. m. FOR NEWBURG.

M APS AND TIME-TABLES may be obtained from ticket offices. Also copies of "Summer Homes," containing select list of hotels and boarding-houses; "Suburbas Homes," describing vicinity of New-York; "Chautauqua Lake Souvenir" and "Summer Excursions."

Tickers and Summer Excursions."

Tickers And Pullman Accommodations at 401, 517, and 957 Broadway, Chambers and West 23d-st. Ferries, New-York; 333 Fulton-st., Brooklyn; 107 Broadway, Williamsburg; corner Newark and Hudson ata., Hoboken, and Jersey City Station. Erle Transfer Company calls for and checks baggage from hotels and residences through to destination. D. I. ROBERTS, General Passenger Agent.

COOK'S TOURS. WASHINGTON

9. \$10,50 TE NOTE OF THE PROGRAMMES FROM TICKETS

THOS. COOK & SON. 261 AND 1,225 BROADWAY. LEHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot of Cortlandt and Desbrosses sts., as follows:
7 a. m. for Mauch Chunk and intermediate points.
8:10 a. m. for Geneva. Lyons. Elimina Rochestor. Butfalo and the West. Putsville and principal local points,
falo and the West. Putsville and principal local points,
falo and the West. Putsville and principal local points,
falo and the West. Putsville and principal local points,
falo and the West of Patinal Intermediate points.
11 a. m. for South Flainfield and all intermediate points in the far to Wilkesbarre.
11 b. m. for Tunkhannock and intermediate points, connection to Reading and Harrisburg.
2:30 b. m. for Fund Brook and all intermediate points.
8:46 b. m. for Fund Brook and all intermediate points.
8:46 b. m. for Fund Brook and all intermediate points.
Chair Car to Pottsville and irtermediate points. Chair
Car to Pottsville.
6:50 p. m. for Pottsville and irtermediate points.
6:50 p. m. for Geneva Lyons, Elmira, Rochester, Butfalo and the West. Pullman Sleeper to Lyons and Suspension Bridge.
Trains leaving at 8:10 a. m., 12:30 p. m., 1 p. m. and
3:40 p. m. connect for all points in Mahanoy and Hazelton coal regions.
SUNDAY TRAINS.
8:10 and 11 a. m. for Mauch Chunk, Hazelton, Shenandoah 3'40 p. m. confection of the confection coal regions.

SUNDAY TRÂINS.

8:10 and 11 a. m. for Mauch Chunk, Harelton, Shenandoah and intermediate points,

1:30 m. for Mauch Chunk and intermediate points,

1:30 m. for Geneva Leons, Elmira, Rochester, Buffale and the West. Pulman Sleeper to Lyons and Suspension Bridge.

The New-York Transfer Co. will call for and check bazzage from hotel or residence through to destination.

LONG!SLAND&EASTERN STATES LINE

Waterbury, New-Britain, Hartford, Williamntie, Putnam, Franklin and Providence,
SOLID PULLMAN VESTIBULED TRAINS WITHOUT CHANGE leave Brooklyn (Fiatbusn-ave, and Franklin-ave, Stations, L. I. R. R.) 11:05, and Long Island City at 11:10 p. m. daily (including Sunday), due in Boston at 7:30 a. m. Corresponding train returning.

Tickets and siceping-car berths secured in New-York foot East 3th-st. 71, 353, 415, 556, 1110 and 1313 Broadway; Brooklyn, 383 Pulfon-st., 107 Broadway, Long Island Express calls for and checks, bacgage from residence to destination.

NEW-YORK, ONTARIO AND WESTERN RAILWAY NEW-YORK, ONTARIO AND WESTERN RAILWAY
Trains leave west td. et at 7.50 a. M. to minuses earlier from foot Jay-st., for Lake Mohonk, Lake
Minnewaska, and Wallkill Valley R. K. stations, Middietown, Rioomingburgh, Port Jervis, Monticello, Ellenville,
Falisburgh, Literty, Livingston Manor, Hancock, Carbondale; Scrauton, Walton, Delhi, Sidney, Norwich, Edmeston,
Utica, Rome, Oneida, Oswego, Detroit, Chicago, and
Utica, Rome, Oneida, Oswego, Detroit, Chicago, and
Utica, Western, Campbell Hall, Lakes Mohonk and Minne
311.3 W. Campbell Hall, Lakes Mohonk and Minne
Waska, Wallkill Valley stations, Middletown, BloomingLivingston Minor.
17:00 P. M. Middletown, Fallsburgh, Liberty, Living ton Manor, Rockland, Walton, Sidney, Nerwich,
Oueida, Oswego, Rochester, Nisgara Falls, Detroit, Chicasco, and West; Pullman sleepers; reclining chair car free
to Sinspension Bridge. 'Daily, all other trains daily, exept Sunday.

Pullman drawing room seats and sleeping car berths
obtained at 323 Broodway, New-York, J. C. Anderson,
G. P. A., 18 Exchange Place, New-York.

A DVERTISEMENTS FOR THE NEW YORK TRIB-UTE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,288 Bloodway, corner Thirty-firstst,; 1,140 Broadway, corner 20th-st, until 9 p. ms; 70 West Twenty-thirt-st, corner Sth-ste, 152 6th-ave, 133 Fourth-ave, corner Fourteenth-st; 760 Third-ave, corner Forty-seventh-st; 1,029 Third-ave, near Sixt-first-st; 1,708 First-ave, 106 West Forty-second-st, 1,092 Columbus-ave, 1,170 Ninth-ave, cor. 72d-st; 69 Liberty-st, 52 Avenue A, 1,3:3 Third-ave, and the HARLEM OFFICE, 180 East Ope-hundred-and-twenty-fifth-st, up to 8 p. m. and 20d West One-hundred-and-twenty-fifth-st, as regular office rates.

Railroade.

"AMERICA'S CREATEST RAILROAD NEW YORK

FOUR-

TRACK

ENTRAL

Operating the fastest and most perfect through train service in the world. ne world.

Reaching by its through cars the ters of the

most important commercial centers of the United States and Canada, and the greatest of America's Health and Pleasure resorts. DIRECT LINE TO NIAGARA FALLS

By way of the historic Hudson River and through the beautiful Mohawk Valley.

All trains arrive at and depart from GRAND CENTRAL STATION, 4th Avenue and 42d Street, New York, Own of Hotel and Residence Section.

THE ONLY RAILBOAD STATION IN THE CITY OF NEW YORK. Trains leave as Follows: ON AND AFTER DECEMBER 14, 1891,

EMPIRE STATE EXPRESS. 9:00 A. M.— Except Sundays. Fastest train to world: 440 miles in 504 minutes, and surface train in Exercise 128.

FAST MAIL.

9:10 A. M. - Dally, for Ponghkeepsle, Albany, Usea, Syracuse, Rochester, Batavia and Dally NEW-YORK AND CHICAGO LIMITED

10:00 A. M. -Daily, due Chicago 9:46 a. m. ness des

10:30 A. M.—Except Sandays. Saturday train con not run west of Clevelend and Down. 1:30 P. M.—Dally, due Cincinnati II:15 a. m., Indianapolis, II:55 a. m., St. Louis, 7:14 p. m., next day. No extra fare. WORLD'S FAIR SPECIAL.

1:30 P. M. - Daily, due Chicago 3:00 p. m. next de ALBANY, TROY AND SARATOGA SPECIAL

13:30 P. M.—Except Sunday. Due Albany 748, NORTH SHORE LIMITED. 4:50 P. M. — Daily, due Detroit 9:15 a. m., Ca.

6:00 P. M. — Daily, due Buffalo 6:15, Niagas Falls
7:12, Cloveland 10:35 a. m. Debut
1:10, Chicago 9:00 p. m., St. Leus
ADIRONDACK AND MONTREAL EXPRESS. 6:25 P. M .- Daily, due Montreal 7:55 a. m

BUFFALO AND NIAGARA FALLS SPECIAL. 7:30 P. M. - Daily, due Buffalo 7:30 a. m., 5 CINCINNATI AND ST. LOUIS EXPRESS. 8:00 P. M. - Dally, due Cincinnati 7:10 p. m., b. dianopoils 10:40 p. m., St. Louis 7:20

LIMITED FAST MAIL. 9:00 P. M. - Dally, Sleeping-Car passengers only car ried on this train for Rochester. Dec 7:45 a. m.

CHICAGO NIGHT EXPRESS,

CHICAGO NIGHT EXPRESS.

9:15 P. M. — Daily, for Ruffalo, Ogdenaburg, Detreit and Chicago, also for Cape Visional, daily except Saturday.

FISHKILL (NEWBURG), PUGDIKEEPSIE, RHINE-CLIFF (KINGSTON, CATSKILL STATION (CATSKILL) AND HUDSON—17-39, 110-30, 111-30 A. M. 13-30, 3-35, 6-025 P. M.; also for Poughaepsia, 5-13 A. M., 1-130, 2-15, 4-150, 6-20, 7-20, 8-60, 9-13 P. M.; for Garrisans (West Points, 17-39, 225, 111-30 A. M., 12-15, 3-20, 3-35, 4-150, 6-25 P. M.; also for Poughaepsia, 5-13 A. M., 12-15, 3-10, 3-35, 14-55, 6-25 P. M.; also for Troy 6-25 P. M.; also for Troy 6-25 P. M. SARATOREA, 5-9, 00, 29-10, 111-30 A. M., 3-30, 6-28, 111-30 A. M., 3-30, 6-28, 111-30 P. M.; also for Troy 6-25 P. M. SARATOREA, 5-9, 00, 29-10, 111-30 A. M., 3-30, 6-28, 111-50 P. M.; also for Troy 6-25 P. M. SARATOREA, 5-9, 00, 29-10, 111-30 A. M., 3-30, 6-28, 111-50 P. M.; also for Troy 6-25 P. M.

SARATAS P. M.
UTICA AND SYRACTISE—17:30, 19:00, 9:10, 10:20, 10:30, 111:30 A. M., 1:30, 4:50, 6:00, 7:30, 8:20, 9:15, 111:30 P. M.
ROCHESTER AND BUFFALO—19:00, 9:10, 10:00, 110:30 A. M., 1:30, 4:50, 6:00, 7:30, 8:00, 9:18, 10 30 A. M., 1 30, 4 50, 6 500, 7 30, 8 00, 9 15, 11 59 P. M., also for Rochester 9 30 P. M. ALGARA FALLS—19 100, 9 10, 10 10 00, 110 30 A. M., 4 50, 6 50, 7 30, 9 15 P. M. DIRONDACK MOUNTAINS AND MONTREAL—19 30, 39 10 A. M., 6 25 P. M. CAPE VINCENT AND CLAYTON—5 15 P. M. 111 59 P. M. OSWEGO—10 :00, 110 30 A. M., 8 00, 9 13, 111 59

AUBURN, GENEVA AND CANANDAIGUA-9:10, PITTSFIELD, LENOX, NORTH ADAMS AND THE BERKSHIRE HILLS

AND THE BERKSHIRE HILLS

(Via Hariem Division).

Two trains with urrouga Drawing-toom cars to Pintacid.

19:301 a. m., due Pintacied 1:35. North Adams 2:30 p. m.,

18:309 p. m., due Pintacied 3:19. North Adams 2:30 p. m.,

For tickets and space in Siceping-Cars apply at Grand Central Station, or at 413, 785, 942 Broadway, if Park Piace, 53 West 125th-st., and 138th-st., station, Rev. York; 333 Waraington-st., 726 Fulton-st., and 336 Hedricayes, E. D., Broaklyn.

Westeott's Express calls for and checks baggag from hotels and residences through to destination.

I Daily except Sunday. * Daily except Saunday, Other Trains run delly.

Above trains, except those leaving at 9:00, 9:10 a. m. 2:15, 3:30, 3:50, 3:55, 4:50, 4:55 and 11:50 p. m. stog at 138th-st. station.

JOHN M. TOUCEY. GEORGE H. DANIELS, General Manager. General Passenger Arent.

BALTO. & OHIO R. R. BALTIMORE, WASHIN WASHINGTON.

CHICAGO, CINCINNATL ST. LOUIS. PULLMAN CAR SERVICE ON ALL TRAINS.
Leavo NEW-YORK, foot of Liberty-st., as follows
for CHICAGO, PHTSBURG, 1 350 P. M., 12:15 A.
M.

A. M.
For CINCINNATI, ST. LOUIS, 9:60 A. M., 5 P. M.
For WASHINGTON, BALTIMORE, 9:00 A. M., 11:30
A. M. dining-car, 1:30 (3:30 P. M. dining-car), 5:00
P. M., 12:15 A. M. All trains run daily
For NORPOLK, via Bay Line, 1:30 P. M. Weekday,
For NORPOLK, via Bay Line, 1:30 P. M. Weekday,
Ticket clines, 1:2, 201, 415 and 1140 Broadway, New
York, and 68 Broadway, Brooklyn, STATION FOOT OF
LIBENTY-ST. (Central R. R. of N. J.)
New York Trainsfer Company will call for and check baggage from hotel or residence to destination. CENTRAL R. R. OF NEW-JERSEY

CENTRAI, R. R. OF
FOOT OF LIBERTY-ST., NORTH RIVER.
Time Table of November 28th, 1891.
4:30 a. m. for masson, manner came, wilksbarre,
Scranton, Reading, Harrisburg, Tamaqua, Pottsville, Shasokin, Sunbury, Williamsport. On Sundays for Easten,
Mauch Chunk, Wilkesbarre and Francison.
3:00 a. m. for Easten and Allentown.
7:00 a. m. for Easten and Mauch Chunk. On Sundays,
Easten, Mauch Chunk, Shamokin and Williamsport.
5:45 a. m. for Easten Mauch Chunk, Wilkesbarre,
Scranton, Reading, Harrisburg, Pottsville, Tamaqua, Shamokin, Sunbury, Williamsport. Through coach to Williamsport.

port.

1:00 p. m. for Eastoe, Mauch Chunk, Reading, Harrisburg, Pottaville, Shamokin, Sunbury and Williamsport.
On Sunday for Easton, Mauch Chunk, Tamaqua, Pottaville, Reading and Harrisburg.

3:45 p. m. for Easton, Mauch Chunk, Reading, Harrisburg, Wilkestharre, Scranton, Tamaqua, Peteville, Shaburg, Wilkestharre, Scranton, Tamaqua, Peteville, Shaburg,

3 45 b. m. for Easton, Mauch Chunk, Reading, Babmokin.

4 30 p. m. for Easton and Allentown.

4 35 p. m. for Easton and Allentown.

5 45 p. m. for Easton, Mauch Chunk, Reading, Harrissburg, etc. Sunday at 5 30 p. m.

5 30 p. m. for Easton and allentown.

For Fermington at 4 30 p. 700, 8 45 a. m., 1 00, 4 33, 5 30 p. m. Sundays, 4 00 p. m.

For Somerville at 4 30 6 200, 7 00, 8 45 a. m., 1 00, 11 23 a. m. 1 00, 1 30, 2 30, 8 45, 4 30, 5 00, 5 30 5 45, 6 15, a. m. 1 00, 1 30, 2 30, 8 45, 4 30, 5 00, 5 30, 5 30, 5 43, 6 36, 30, 7 30, 8 30, 10 00, 11 30 p. m. Sunday, 4 30, 6 30, 9 30, 9 30, 9 30, 9 30, 9 30, 9 30, 10 30 a. m., 1 20, 2 45, 4 30, 5 30, 5 30, 9 30, 9 30, 9 30, 9 30, 10 30, 10 30, 10 30, 2 45, 4 30, 2 45, 3 40, 5 30, 9

For Samorvillo at 4:30, 6:00, 7:00, 8:45, 30:5:45, 6:45, a.m., 1:00, 1:30, 2:30, 8:45, 4:30, 5:00, 5:30, 5:45, 6:45, 6:30, 7:30, 8:30, 10:00, 11:30 p. m. Sambay, 6:30, 7:30, 8:30, 10:00, 11:30 p. m. Sambay, 9:40, 10:00 p. m. 12:00, 1:30, 2:15, 2:30, 3:30, 3:45, 10:00, 11:30 p. m. 1:00, 1:30, 2:15, 2:30, 3:30, 3:45, 10:00, 11:30 p. m. 12:15 night, 10:00 p. 10:00 p. m., 10:00 p. m., 10:00 p. 10:00 p. m., 1

Grove and Asbury Park, 9:30 a. m., 4:00 b. m.

FOR LAKEWOOD

At 4:30, 8:15 a. m., 1:30, 3:15, 4:20 p. m. Sundark, 9:30 a. m. Parlor cars are run on trains leaving at 1:30, 3:45, 4:20 p. m. Sundark, 9:30 a. m.

For Toms River, Rarnegat Park and Barnegat, 4:20, 8:15 a. m., 1:30 (4:20 oxpress) Barnegat Park and Barnegat, 4:20, 8:15 a. m., 1:30 p. m.

For Atlantic City, Vineland and Bridgeton at 4:20 a. m., 1:30 p. m.

For Monmouth Beach and Seabright at 4:30, 8:16, 1:15 a. m., 1:30, 4:00, 4:20 p. m.

15 a. m., 1:30, 4:00, 4:20 p. m. FOR PHILADELPHIA, BALTIMORE AND WASHINGTON. ROYAL BLUE LINE.

ROYAL BLUE LINE.

For Philadelphia at 4:30, 7:45, 9:30, 10:00, 11:30 a. B. 1:30, 2:15, 3:30, 4:00, 5:00, 6:00, 7:30 p. B... 12:15 night. SUNDAYS 9:00, 10:30, 11:30 a. B., 1:30, 3:38, 5:00, 6:00 p. B... 12:15 night.

For Baltimore and Washington daily at 9:00, 11:30, will Dlining Car, a. B., 1:30, 3:30, 10:10:10 flining Car, b. 1:30, 3:30, 10:10:10 flining Car, b. 1:30, 3:30, 4:00, 5:00, 7:30 p. B., 1:15 night (except Saturday night). Sundays, 11:30 m., 12:15 night (except Saturday night). Sundays, 11:30 m., 1:30, 3:30, 5:00, 0:00 p. B., have connections for Roseling, Harrisburg. Potteville.

For Sunbury and Williamscort, via Philadelphis, at 7:45 a. B., 1:30, 7:30 p. B., 1:31, 1:30, 7:30 p. B., 1:31, 1:30, 7:30 p. B., 1:31, 1:31, 1:30, 7:30 p. B., 1:31, 1:31, 1:30, 7:30 p. B., 1:31, 1:31, 1:30, 7:30, 1:31, 1:30

WEST SHORE RAILROAD. Trains leave 42d St. (North River) station. New Yet, as follows, and 20 minutes carlier from foot Jay-st., N. B. 330 A. M.—Daily for N.—wburg. Kingston, Alkary Daily, except Sunday, west of Coeyman's Junction, 715 A. M.—Daily for Alba-y; daily, except Sunday, M.—Daily for Alba-y; da